VIEWS OF TIMES' READERS ON THE ISSUES OF THE DAY

A Bible View of the Negro Problem. Editor of The Times:

harmony with the Divine will. The people in their ignorance and misguided philanthropy are trying to get him from under the curse, but if you will stop long chough to reflect along this line, you will see your error. The prevailing idea will be seen to the time that he and his able associates composed the State Boards, having as one of its numbers the late Alex. Messley, formerly editor of the Whig. Messley, formerly editor of the Whig. Messley, formerly editor of the Whig. Alexander is a substantial progress was made in stocking James River and other streams of the State bards, and there is a substantial progress was made in stocking James River and other streams of the State with black bass, California salmon, and other grams since. be education. It will not harmonize with the curse, you cannot keep a man down and left him up at the same time. It will make him a constant source of irritation, a thorn in the flesh, from which you will pray in vain to be delivered; it will bring him in antagonism too, and in conflict with the white race, expose him more trad more to hatred and abuse, and temp-tation to crime; make him dissatisfied with his environments, and render him unfit for the labor ejoined on him by the curse.

ble View of the Negro Problem.

If The Times;

Yow that we have just had the hold parning of the country trying the heard of that tribe in their black hair and dark skins, which the Lord refers to when he says at His coming: "I will cleanse your on, to give you, in my humble to Bible solution, which is the cone. I can tell you how it was mee, and could be again, but it sable of accomplishment. Much of done even now to improve and he condition of things, if the poot that all of the Government.

In the rise paper and curs that prey on his docks at night.

If there is any encouragement on the paper should not be allowed to pass by una time for the State to supply the best kinds of fish for stocking small private place in your paper.

In the first place there is no uncomment of the Bradenham School District as the location of a school-house, it true that a mystery surrounds the burning of the Bradenham school-house, by the descendants of the same near one of the Bradenham school-house, by the condition of things, if the poot the aid of the Government.

In the first place there is no uncomment of the Bradenham School District as the location of a school-house, it true that a mystery surrounds the burning of the Bradenham school-house, by the same and curs that prey on his docks at night.

If there is any encouragement on the paper should not be allowed to pass by una time of the State to supply the best kinds of fish for stocking small private proven the first beauting of the Bradenham School District as the location of a school-house, it true that a mystery surrounds the burning of the Bradenham school-house, by the first beauting of the Bradenham school-house, by the same and curs that prey on his flocks at night.

If there is any encouragement on the state to supply the best kinds of fish for stocking small private paper.

In the first place there is no uncomment to the found the form of the State to supply the best kinds of fish for stocking small private paper.

In the first place the fish culture for domestic dent. What was the cause of the trou-ble? A negro oversteps his bounds, Two prominent men, one white and the other

him since, and never will, the country with some information of corize as we may, the arroblem cannot be solved the duties of the State Board of Fishthe arroblem cannot be solved

Editor The Times:
Although 1992 dawns upon us as brightly as a sweet maiden with her first beau, and although he sees the smoke curling up from hurches, schools, smoke curling up from hurches, schools, colleges, factories, &c., in every vale, hill, and city of this grand Commonwealth, indicative of its great religious, moral, intellecthal, and physical improvements, versus affording avenues of the white any one can relief annumentated fight to and better their religious, social and financial condition—notwithstanding these unlimited and unexcelled advantages ready stained with the blood of fair That I cry out, "Watchman, he night." If education doesn't educate and Christianity doesn't Chris-tianize, it is plain that the modus ope-randi of applying same is wrong, for when you turn loose a man whose head, heart and hands are not thoroughly edu-cated, you are likely to get a man who is like unto an equipped engine minus

caused the above somewhat scintillating remarks, and as you said, "If burning alive, lynching, shooting," &c., don't stop them, what will? And the question

stop them, what will? And the question is, Who next? And what are you going to do about it? Allow me to make a few suggestions through your well written, read and up-to-date paper.

First. Our solons who are soon to assemble must make it mandatory for each county to supply itself with a pair of the best bloodhounds that can be secured and at the county's expense.

Second. Our girls and women ought to be so drilled that they can use firearms

e so drilled that they can use firearms at a moment's warning at home and abroad.

Lastly, And you may kick at this, but it is the key to the whole solution. Now I know that the best element, both white and black, are opposed to the crime, but as long as our law opens its arms and receives the vile beast as if he were the tut will order them to murder the best men of Virginia by the hundred, if ne-cessary, to protect him, you are going to have a repetition of said crime. But, on the other hand, let it be known from one end of this land to the other, that ed with the facts, and if proven satisfactory to twelve men then and there present, let him be hung at once, And ewed her betrayers alive, proving that from time immemorial, that when yeu lay violent hands upon a pure woman, you touch the heart of mankind, that beats in full sympathy for same, and ready to leap as one man for her protection.

Respectfully,
P. POLLARD SEAY.
Blue Ridge Springs, Va., Jan. 29, 1902.

Clear Water for Richmond.

nishing pure water to the city of Rich-mend as submitted by Mr. Boulding beof the best methods of handling their respective and distinctive propositions.

The former relies upon sedimentation basin, supplemented by a coagulating basin, fortified by filtration; all to be lotimates of costs seem not extravagant, timates of costs seem not extravagate, yet the city (the older citizens thereof) have a recollection of the supposed cost of the reservoir as no man knoweth thereof, as none has ever been made public. Estimates and results are not always taken. These constructions must of neces-sity be expensive, and there would be no

surety of eliminating typhold germs and other troubles resulting from chemicals as coagulants in the second lusin. The second plan is based upon a toolimited watershed as reported by Engineer Hayes, of the United Coast Survey, even to supply Petersburg. The height of dam would be risky, to say nothing of the depth of water therein as to being suffi-ciently aerated. Both plans bring forth depin of water therein as to being sum-ciently aerated. Both plans bring forth suggestions. Why not use the entire wat-tershed, of which Swift Creek is only a

New Kent County," &c., which I think should not be allowed to pass by unnoticeo, and I beg that you allow this a place in your paper. In the first place there is no uncommon

trouble in the district about schools, only trouble in the district about schools, only a difference of views among the people of the Bradenham School District as to the location of a school-house, It is true that a mystery surrounds the burning of the Bradenham school-house, but suspicion rests upon no one that I have heard of. In regard to the burning of Barhamsville school, there is not the slightest doubt as to the origin, as it was burnt about II o'clock in the day while school was in session and was obwhile school was in session and was of served first in the top of the building.
The county uperintendent knew this when
he made the statement imputed to him by the writer of this article, that both houses were mysteriously burnt. It is absolutely false that there is any conabsolutely false that there is any contention whatever between the neighborhoods of Barhamsville and Bradenham, and has never been. About eight years ago the people in the Bradenham neighborhood asked to have a school in their midst; the District Board declined to establish one, on the ground that the means at their disposal did not justify it and that the place they wanted it was too near to the Barhamsvine school. A Board of Reference was called and a Board of Keference was called and a school was esablished by shortening the term of all the schools and reducing the salaries of the teachers. This made the fourth white school. Last year it became necessary, on account of a falling schools in order to meet the legal requirements under the law, and the District Board combined two colored schools and en'arged the house to accommodate the children, making only two schools for the colored people. After the Bradenham house was burned the patrons naturally wished it rebuilt. The attention of the District Board was attracted to that part of the Constitution relating to public schools, and being impressed with the idea that they were discriminating too freely in the divisor of the schools be-tween the races, they declined to rebuild until they could get some advice on the subject; however, they rented a house and started the school. In the meantime a meeting of the patrons of the Barhamsville and Bradenham schools was advised to consider the above and see if some satisfactory arrangement could not be worked to compliant the law chools but made to combine the two chools, but nothing was accomplished. I went to Richmond to consult the State Board, 1 did not see any of the members of the Board, but saw Mr. Brent, the secretary. I stated my trouble to him. I came home and reported the result of my conference to the District Board, and they decided to rebuild. We consulted with a large majority of the patrons as to what-place they desired the house built, as there had been some talk by parties living in and around Plum Point to put

the house closer to them. Patrons representing nineteen children attending school said put it back on the very same spot where the old one was burned and a contract was let to that effect under specifications that the contractor would furnish all material and build the house for the sum of \$140. After the house was abbit three-fourths completed a Board of Reference was called, asking the removal of the house was called asking the removal of the house was about the contract the same than the contract the same that the contract the same that the contract the same than the contract that the contract the same than the contract that the contract the same than the contract that the contract tha nearer Plum Point. The Board met De-cember 18th. There were only two of the advocates for moving the house present, one of whom was not a patron of any school and would not probably be for sev-eral years, his children being so young. The other gentleman did everything in his power and means to establish the ent, one of whom was not a patron of any school eight years ago where it new stands. There were five patrons present, who testified that the house should remain where it is, but the Board decided that the school was impreperly located when it was first built, and should be removed one and a half or two miles nearer to Plum Point. The contractor suspended work for a week or more no place having been designated to build the house. The superintendent had never visited that section of this county never visited that section of this county and it looked to him that no place would be found in any reasonable time, so he completed his contract. The Board re-ceived the house and paid the contract price. A petition, asking the county su-peritendent to grant a new hearing in the case, signed by eight patrons representing twenty children attending schoo out of an enrollment of twenty-four, was returned with the information (after con sultation with Mr. Brent) that no re-hearing could possibly be had from the decision of the Beard of Reference. Yours truly S. GODDIN.

Barhamsville, Va., Jan. 25, 1902.

Law the Remedy for Lynching.

ble corrections covered right rather than the fields. Trow which how will be rightly to say bothing of the blood with the will we see spose that we have been offered with the will we see spose that we have been offered with the will we see spose that we have been offered with the will we see spose that we have been offered with the will we see spose that we have been offered with the will we see see see that the will be seen to be a first seen that the will be seen to be seen that the will be seen to be a first seen that the will be seen to be be

14th and Main Streets

J. T. Allen & Co.,

C. and O. and S. A. L. Natch Inspectors for two railroads

> All work is under the personal largest in the city, and we employ only the Highest Class of Workmen. Our Repair Department is the tent with GOOD, HONEST work. time, at prices as low as is consisin order and guarantee it to keep If your watch does not keep time will put it entire satistaction. Price \$1, and guaranteed to give

J. T. Allen & Co.'s Special, The name of our Clock is

get one out of a hundred to keep Yec. kind, which possibly you Alarm Clocks, not the cheap case if you had one of our This would not have been the

You Overslapt Yourself,

The Alarm Falled to Ring

a sickly sentimentality, under a mistaken view of Carist's teaching and the craft of the legal profession hiding itself behind that teaching, that the worst of criminals are spared and respited under the law, and their execution stayed to give them time to prepare to die, who had no merey on their victims and such preparations it is to be feared are mere mockeries of true repentance. Such is the case with the assaults on our pure and virtuous women, the violation of whose purity is worse than any form of death; and while lynch law will not do for any civilized neople, yet to execute swift vengcance in such cases, men are almost involuntarily driven. Let there be a law that, when certain enormous crimes are committed, the trial, under the law, shall be immediately had and if proven, let the sentence and execution be at once and the occurrence of lynch acts will be reduced to the minimum. When the people know that the law will be as swift in execution, as reasonably it can be and as certain as their own vengcance, the people will be content to abide by the law.

Le Disade North Caroline

He Defends North Carolina.

Sir,-in reading the proceedings of the

Editor of The Times:

Sir,—In reading the proceedings of the Constitutional Convention, now sitting in this city. I notice that one of the members so far forgot himself as to assail the integrity and honor of the great and glorious old State. North Carolina. The gentleman referred to is Dr. McIlwaine, who said in part. "I would not be surprised at the people of North Carolina, Louisiana, South Carolina also other States accepting such schemes, (referring to the grandfather clause of their suffrage law), but for the high born, honorable liberty-loving, honest Virginia gentlemen for a moment entertaining such a proposition was to him one of the greatest surprises of his life."

As a native of the State, thus referred to, I resent any such effort to stigmatize one of the most loyat people under the sun. If the people of North Carolina are such unprincipled degenerates, as one would be led to believe by such utterances, why in the name of goodness did the convention send a representative to that State to look after their mode of managing such affairs with a view to patterning after them?

In this connection I wish to say that the people of North Carolina are as brave, loval and honest as ever drew breath. In proof of this I would refer you to the record of that State in the late Civil War. No State that fought in the Confederacy can make such a showing. Her citizens are just as honest as they are brave and such an attack is entirely unwarranted upon as true, as brave, as patriotic, and as honest as any people in the world. My mother is a native of Virginia and for that reason I have always had great respect for this State, out she would no more endorse such unterances, than I would. Hoping that the gentleman, after a second thought will retract his words which do such an injustice to one of the best of people, and thanking you for your valual species of people, and thanking you for your valual species of the such and inside to one of the best of people.

The Depot at Blackstone.

Editor of The Times:

Sir.—A correspondent of one of the Richmond papers would seem to have it thought that the people here were highly pleased with the opening or the new depot, which statemen induces me to write and say that I talak at least ninetenths of the citizens of Blackstone and adjoining country and traveling public generally greatly prefer the 'old shack' tion out in the old field. In evidence of this, a prominent professional man from an adjoining county was here a few days after the opening of the new depot 'b'd having to walk over haif a mile for a small express package, thought it a pretty hard case and a friend of his from a different county, hearing him make this complaint, said he would patronize some other road both as to his freight and personal travel. A commercial man was also heard to say when alighting from the train away off there at a late hour of the night, "Where is the town?" And when told it was some distance away, said, "well, I will go on to some other town." Now Mr. Editor, don't you think we need a railroad commission instead of a commissioner? The people here only want what is to the interest and for the convenience of the greatest number of citizens.

Blackstone, Va., Jan. 27, 1902.

Blackstone, Va., Jan. 27, 1902.

Incendiary Fires.

Editor of The Times:

Sir,—It seems that you have been a long time in finding it was a fire bug that has been burning in your city. Soon after the Jefferson Hotel was burned, when you could not tell how it (the fire) originated, I told my family it was an incendiary fire. At the fire at the Hot Springs Hotel, I became thoroughly convinced it was. Soon then followed the Meyer's store. I was satisfied I was right and often said I would write you and suggest it. I am sorry your policemen never suggested such a thing and investigated it. I am sure all the big fires were started in that way. Your city officers need awakening. Culpeper, Va., Jan. 29, 1902.

Bay Line to Baltimore Via C. & O. Railway and Old Point.

II. S. MAIL ROUTE,

U. S. MAIL ROUTE,

Leave Richmond Via Chesapeake and Ohio Railway daily, except Sunday, at 4:45 P. M., connecting at 01d Point with the superch steamers of the Old Bay Line, leaving at 7:15 P. M., arriving Baltimore 6:30 A. M., in time to make connection with all trains North, East and West. Short rail rile, and all night on one of the finest steamers in Southern waters.

For tickets and general information apply at general offices Chesapeake and Ohio Railway, tichmond Transfer Company, and 836 East Main Street.

C LYDE STEAMSHIP CO'S

PHILADELPHIA.

RICHMOND AND NORFOLK STEAMSHIP LINE.

Appointed sailing days: Every TUESDAY, FRIDAY and SUNDAY, at daylight. Freight received daily till 5 P. M.
For further information apply to
J. W. MCARRICK,
Gen. Southern Agt., office, Rocketts,

Gen. Southern Agt., office, Rocketts,

General offices: No. 81 Beech Street, corner West Street, New York, N. Y.
J. J. BROWN. Gen. Pas. Agt.
H. B. WALKER, Traffic Manager,

TRANSPORTATION LINES.

Polomac Railroad.

SCHEDULE IN EFFECT JAN. 14, 1902.
TRAINS LEAVE RICHMOND—NORTHWARD.
4:07 A. M., daily, from Byrd-Street Station
for Washington and beyond, Stops at Milford,
Predericksburg and Alexandria, Sleeping cars to
Washington and New York. Dining Car.
6:45 A. M., daily, from Main-Street Station,
Florida and Metropolitan Limited for Washington and beyond. Stops at Fredericksburg and
Alexandria. Sleeping cars to New York. Dining
Car.

accommodation for Ashland and Intermediate points.

8:00 A. M., Suniar enly, from Byrd-Street Station for Washington and hevond. Stops at Elba, Glen Allen and beell stations, Ashland to Quentico, inclusive, Occoquan and Alexandria. Buffer Parior Car.

8:50 A. M., except Sunday, from Byrd-Street Station for Washington and beyond, Stops at Elba, Glen Allen and local stations, Ashland to Quantico, inclusive, Occoquan and Alexandria.

12:00 noon, except Sunday from Byrd-Street Station for Washington and beyond. Stops at Elba, Ashland, Doswell, March Fredericksburg and Alexandria, Further Parior Car. Connects with the Carlon of t

tation, accommodation for Fredericksong and stermediate points.
6:12 P. M., daily, from Elba Station for cashington and beyond. Stops at Fredericks-urg and Alexandria. Steeping Car to New ock. Dining Car.
6:30 P. M., except Sunday, from Elba Station, commodation for Ashland and intermediate

ofnis.

8.95 P. M., daily, from Byrd-Street Station
or Washington and beyond. Stops at Elba,
dalhand, boswell, Milford Fredericksburg,
trooke, Widewater, Quantico and Alexandria,
tops at other stations Sunday. Sleeping Car
dehanoid to New York and Washington 19 Hate points.
FIRALIS ARRIVE RICHMOND-SOUTHWARD.
6:40 A. M., except Sunday, at Etha Station,
recommodation from Ashland and intermediate

necommodation from Ashland and intermediate points, points, and all it is a state of the points, and a state of the points of the p



SCHEDULE IN EFFECT JANUARY 29, 1902.

NEW MAIN-STREET STATION.
LEAVE RICHMOND,
9:00 A. M., daily, local to Old Point, Norfolk
and Portsmouth, Parlor Car.
10:10 A. M., except Sunday, local to Clifton
Force, Connects for Orange, Culpeper, Calverton
and Manussas.

day.

3:45 P. M., daily, local to Old Point, Norfolk and Portsmouth, Fullman to Old Point, Artfall and Portsmouth, Fullman to Old Point, 4:45 P. M., except Sunday, "Atlantic Limited" to Old Point, Norfolk and Portsmouth, Parlor Car. Connects at Old Point with Baltimore, Washington and Cape Charles steamers.

5:15 P. M., except Sunday, to Breme, 5:30 P. M., except Sunday, to Breme, 5:30 P. M., except Sunday, to Doswell, 10:30 P. M., daily, P. F. V. Dining Car train, Connects at Virginia Hot Sorines, Pullman to Hinton, connecting with Parlor Car to Cincinnatiand Pullman to Cincinnati, Louisville and the West.

CAFE CAR SERVICE.

3:30 P. M., daily, from Cincinnati.
6:35 P. M., daily, from Cilfton Forge and Lynchburg, and except Sunday from New Castle, Lexington and Buckingham Branch.
7:20 P. M., daily, from Norfolk and Portsmanth.
8:15 P. M., except Sunday, from Cilfton Forge and Charlottesville.
Apply at 8:00 East Main Street, 2:03 East Main Street, Murphy's Hotel or New Main-Street Station Ticket Offices, for further information, II. W. FILLER, J. NO. D. POTTS, G. P. A. A. G. P. A.

3:40 CAFE CAR SERVICE.
Cafe Dining Cars will be operated in Trains Nes. 31 and 31, "Florida and Metropolitan Limited," between Hambet, N. C., and Atlanta Special between Hambet, N. C., and Atlanta Special between Hambet, N. C., and Atlanta Special and in Trains Nes. 32 and 33, "Atlanta Special" between Hambet, N. C., and Atlanta Special and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 and 33, "Atlanta Special" and in Trains Nes. 32 an

N N Norfolk Western

NOVEMBER 24. 1901.

LEAVE RICHMOND (1241A), BYRD-STREET

9:00 A. M., NORFOLK, LIMITED, Arrive at
Norfolk 11:20 A. M. Stores only at Petersburg.
9:05 A. M. THE CHICAGO ENPRESS for
Lynchburg, Reambre, Columbus and Chicago,
Buffet Parles are Petersburg to Roanoke, Pallman Steeper are Petersburg to Roanoke, Pallman Steeper and Chattanooga, Pullman
Steeper Roanoke, Columbus; also for
Bristol, Scanoke to Knowville,
3:40 F. M., OCEAN-SHORE LIMITED, Arrive
Seriok, 5:20 P. M. Stops only at Petersburg,
Waverly and Suffolk, Connects at Norfolk with
steamers to Boston, Providence, New York, Baltimore and Washington,
7:23 P. M., for Suffolk, Norfolk and Intermediate stations, Arrives at Norfolk at 10:40 P. M.
9:10 P. M., for Lynchburg and Roanoke, Connects at Lynchburg with Washington and Chattanooga Limited, Pullman Sleepers Lynchburg
to Memphis and New Orleans, Cafe, Parlor and
Observation Car Radford to Attalla, Ala, Pullman Sleeper between Richmond and Lynchburg,
terths ready for occupancy at 8:30 P. M. Also,
Pallman Sleeper Petersburg and Roanoke,
Trains arrive Richmond from Lynchburg and
the West daily at 7:35 A. M. and 8:56 P. M.,
from Norfolk and the East at 11:10 A. M., 11:42
A. M. and 6:50 P. M.
ORice—No. S38 Main Street.

City Pass, and Tleket Agt.
C. H. BOSLEY, Dis, Pass, Agt,
W. B. BEVILL, Gen. Pass, Agt,



and East FROM RICHMOND.

PASSENGERS can leave DAILY, except Sunday, by Chesapeake & Ohio Railway at 9 A. M. via Norfolk or 9 A. M. and 3 P. M. by N. & W. Railway via Norfolk, both lines connecting with direct steamers sailing same day.

Steerage passengers can leave by auxiliary steamer Monday, Wednesday and Friday, sailing from Rocketts at 5 P. M. and changing to main-line ship at Norfolk. folk.
FREIGHT for all northern, eastern and foreign ports received and forwarded daily except. Sunday, at Company's wharf, Rocketts.

FROM NEW YORK

PROM NEW YORK

PASSENGERS can leave DAILY, except Sunday, from company's pier, No. 26 North Ri ..., at 3 P. M., for Old Point Comfort at.a Norfolk, connecting with Chesapeake and Ohio and Norfolk and Western trains for Richmond.

FREIGHT received and forwarded daily except Sunday.

Tickets on sale at company's office, No. 1212 East Main Street, Richmond Transfer Company, No. 903 East Main Street, Murphy's Hotel, Chesapeake and Ohio and Richmond and Petersburg depots, Richmond. Bagsage checked through to all points.

TRANSPORTATION LINES.

Richmond, Fredericksburg & Atlantic-Coast Line.

SCHEDULE EFFECTIVE JAN. 14, 1902. TRAINS LEAVE RICHMOND-BYRD-STREET

STATION. STATION.

9:00 A. M., NORFOLK LIMITED, daily, Actives Petersburg 9:31 A. M., Norfolk 11:20 A. M. Stops only at Petersburg, Waverly and Sufolk, 9:05 A. M., daily, Arrives Petersburg 9:48 A. M., Weldon 11:50 A. M., Fayetteville 4:25 P. M., Charleston 10:55 P. M., Savannah 2:55 A. M., Connects at Wilson with No. 47, arriving Goldsboro 3:25 P. M., Wilmington 6:00 P. M. Pullman Sleeper New York to Jacksonville.

man Sleeper New York to Jacksonville.

11:55 A. M., daily, except Sunday, Arrives
Petersburg 12:35 P. M. Stops Manchester,
Drewry's Bluff, Centralia and Chester on Signal.

3:00 P. M., OCEAN SHORE LIMITED, daily,
Arrive Petersburg 3:45 P. M., Norfolk 5:35 P.
M. Stops only at Petersburg, Waverly and Suffolk.

4:30 P. M., daily, except Sunday. Arrives Petersburg 5:18 P. M., Weldon 7:55 P. M., and Rocky Mount 9:00 P. M. Makes all intermediate

stops.

6:06 P. M., daily, local. Arrives Petersburg
7:09 P. M. Makes all stops.
7:23 P. M. Makes all stops.
7:23 P. M. Florida AND WEST INDIA
LIMITED, daily, Arrive Petersburg 7:59 P. M.
(connects with Norfolk and Western for Norfolk
and Intermediate points), Emporla 9:03 P. M.
(connects with A. and D. for stations between
Emporla and Lawrenceville), Weldon 9:38 P. M.
Fayetterfile 1:10 A. M., Charleston 6:00 A. M.,
Savannah S:10 A. M., Jacksonville 12:45 P. M.
Port Tampa 10:30 P. M.
NEW LINE TO MIDDLE GEORGIA POINTS—
Arriving Augusta 7:55 A. M., Macon 11:15 A.
M., Atlanta 12:35 P. M., Thomasville 2:25 P. M.
Pullman Sleepers New York to Wilmington,
Charleston, Jacksonville, Port Tampa, Augusta
and Macon.
9:10 P. M., daily, Arriving Petersburg 9:55 P.

TRAINS ARRIVE RICHMOND.

6:50 P. M., dally, from Norious, converPetersburg.
7:45 P. M., daily, from Miaml, Port Tampa,
Jacksonville, Savannah, Charleston, Wilmington,
Goldsboro and all points South.
8:56 P. M., daily, from Petersburg, Lynchburg and the West.
T. M. EMERSON, Traffic Manager,
J. R. KENIV, General Manager,
H. M. EMERSON, Gen'l Pass, Agt.,
C. S. CAMPBELL, Div. Pass, Agt.,
SIS East Main Street.

SEABOARD

Air Line Railway. "CAPITAL CITY ".OUTE."

"CAPITAL CITY ROUTE."

ort Line to Principal Cities of the South Southwest, Florida, Cuba, Texas, California Mexico, reaching the Capitals of six States. SCHEDULE IN EFFECT DEC. 1. 1901.
TRAINS LEAVE RICHMOND—MAIN-STREETSTATION—DAILY.

STATION—DAILY.

10:37 P. M. "Florida and Metropolitan Limited" for Pesersburg, Hemierson, Kaleigh, Southern Pines, Pinehurst, Columbia, Savanuad Lacksonville, Tampa, Miami, all points South and Southwest, Cuba and the West Indies.

10:37 P. M., "Atlanta Special" for Petersburg, Henderson, Raileigh, Southern Pines, Pinesburst, Camden, Athens, Atlanta, Monitgomery, Chattanooga, Memphis and all points South and Southwest. Chattanoorga, Academics and Fast Mail" for Petersburg, Henderson, Raleigh, Southern Points, Pinchurst, Athens, Atlanta, Nasnville, Memphis and points South and Southwest, All points in Fordra. 9:10 A. M. "Seaboard Express," daily, for Petersburg, Norlina, N. C., and all intermediate stations, Connections at Norlina, N. C., with train arriving at Henderson 2:09 P. M., Raleigh 5:59 P. M., and Durham 3:55 P. M. (Daily, excess Sanday.)

pet Sunday.)
5:00 P. M., "Richmond and Petersburg Local,"
ally for Petersburg and all intermediate sta

icxico and California.
"TEAINS ARRIVE AT RICHMOND DAILY.
6:55 A. M. and 3:05 P. M., from all points
5:45 P. M., from Norlina, N. C., Petersburg
nol, local points.

d'Hote Dining Cars.

Nos. 31 and 34. Florida and Metropolitan Limgited. Drawing-Room and Sleeping Cars and Through Day Coaches between New York and Tampa. Through Drawing-Room Buffet Sleeping Cars between New York and Atlanta.

Nos. 27 and 68, Seaboard Fast Mall. Through Dining-Room Buffet Sleeping Cars between New York and Atlanta.

Nos. 27 and 68, Seaboard Fast Mall. Through Dining-Room Buffet Sleeping Cars between New York and Tampa, connecting at Hamlet with Sleeping Car to and from Atlanta, in connection with which Through Pullman Tickets are sold. Finest Day Coaches.

Z. P. SMITH. District Pass, Agent.

S36 East Main Street. Phone 405.

J. M. BARR, 1st V. P. & Gen'l Mang'r.

R. E. L. BUNCH, Gen'l Pass, Agent.

Portsmouth, Vx.

SOUTHERN RAILWAY.

SCHEDULE IN EFFECT JAN. 25, 1902.
TRAINSTEAVE AND ARRIVEFOURTGENTHSTREET STATION.

10:25 A. M., No. 9, daily for Durham, N. C.,
Danville, and all local stations South, connecting at Jeffreys for local stations south, connecting at Jeffreys for local stations on Norfolk Division to Danville; at Oxford for Henderson.

2:30 P. M., No. 29, limited train daily for Jacksonville and all Florida points. Havans, Nassait, etc. Connects at Moseley with Farmvillo and Powhatan Rallroad; at Greensborp for Durham, Raleigh and Winston-Salem; at Charlotte with No. 35, United States Fast Mail, Solid train, daily for New Orleans and points South, which carries sleepers to New Orleans. Drawing Room Sleeper Richmond to Atlanta and Birmingham, Through train with sleeper, Salisbury to Memphis, Dining Car service.

11:30 P. M., No. 11, Southern Express, daily for Atlanta, Augusta, Jacksonville 2:50 points South, Sleeper for Danville, Groensboro, Salisbury and Charlotte, open at Richmond 9:30 P. M., Connections with New York and Florida Express and Southwestern Limited, which carrist through sleepers to Augusta, Savannah, Jacksonville, Tampa, Nashville, Memphis, Atlanta, New Orleans, etc. Complete Dining Car service, Also Pullman Tourist Sleeper Mondays, Wednesdays and Fridays, Washington to San Francisco, without change, with connection for all points in Texas, Mexico and California.

6:00 P. M., No. 17, local daily, except Sunday, for Keysville and Intermediate points.

TRAINS ARRIVE IN BICHMOND.

6:00 P. M., No. 17. local daily except Sunday, for Keysville and Intermediate points.

TRAINS ARRIVE IN HICHMOND.
6:00 A. M. and 5:33 P. M., from Atlanta, Agusta, Jacksonville and all points South.
3:40 A. M., from Keysville and local stations.
3:25 P. M., from Durham, Charlotte, Danville and intermediate stations.

LOCAL FREIGHT TRAINS.

Nos. 61 and 62, between Manchester and Neapolis.

YORK-RIVER LINE, WEST POINT THE FAVORITE ROUTE NORTH.

THE FAVORITE ROUTE NORTH.
LEAVE RICHMOND.
4:30 P. M., No. 16, Baltimore Limited, dally, except Sundays, for West Point, connecting at West Point with steemers for Baltimore and York River landings, Mondays, Wednesdays and West Point with steamers for Baltimore and York Biver landings, Mondays, Wednesdays and Fridays.

2:15 P. M. No. 10. Mondays, Wednesdays and Fridays, local express for West Point and Intermediate stations. Connects with stage at Lester Manor for Walkerton and Tappahannock.

5:100 A. M., No. 74. local mixed, leaves daily, except Sanday, for West Point and Intermediate, stations, connecting with stage at Lester Manoc for Walkerton and Tappahannock.

TRAINS ARRIVE BIGHMOND.

9:15 A. M., daily, from West Point, with compnection from Baltimore, Wednesdays, Fridaya and Sindays.

10:45 A. M., No. 9. Wednesdays and Fridaya.

5:15 F. M., daily, except Sandays, from West Point and intermediate stations.

Steamers leave West Point Mondays, Wednesdays and Fridays at 5:50 P. M., arriving Baltimore 8:30 A. M.

Steamers call at Almonds, Claybank and Gloss cester Point.

C. W. WESTBURY.

District Passenger Agent.

Cester Point.

C. W. WESTRURY.

District Passenger Agent.

920 E. Main Street Richmond Va.

S. H. Richmond Va.

General Passenger Agent.

F. S. GANNON.

Third Vice-President and General Managers.

Washington, D. C.